

The China Mail

Established February, 1845.

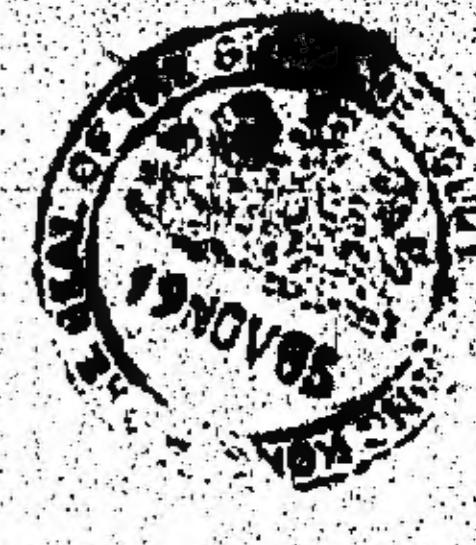
VOL. XLI. No. 6961.

號八十一年五月八百八十一英

HONGKONG, WEDNESDAY, NOVEMBER 18, 1885.

日二十十年酉乙

PRICE, \$2 PER MONTH.



AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 39, Corhill. GORDON & GOTCH, Ludgate Circus, E.O. BATES & HENDERSON, 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—ANDREW PRINCE & Co., 36, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, Park Row.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—MAES, DE GEUZ, Savenay, QUICHE & Co., Amy, WILSON & CO., Fochou, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10 to 1.
2.—Sums less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$5,000 in any one year.
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum.
4.—Interest at the rate of 3d per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank, if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, May 7, 1885. 754

HONGKONG & SHANGHAI BANKING CORPORATION,
PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$5,000,000
RESERVE LIABILITY OF PRO-FRUITORS, \$7,500,000

COUNCIL OF DIRECTORS
Chairman—Hon. F. D. SASHOON,
Deputy Chairman—A. M. JONES, Esq.
C. D. BOTTOMLEY, M. GROTE, Esq.
H. HOPKINS, Esq.
H. L. DALYMPLE, Hon. W. KERSWICK,
Esq.
W. H. FORBES, Esq.
Other Manager—THOMAS JACKSON, Esq.
Manager—Ewen CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, August 24, 1885. 1449

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL, \$2,000,000

PAID-UP, \$500,000

REGISTERED OFFICE, 40, THREADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.
H. A. HERBERT,
Manager,
Hongkong Branch.
Hongkong, July 4, 1885. 1128

SAILOR'S HOME.
ANY Cast-off Clothing, Books, or PAVES will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1885.

Notice of Firm.

NOTICE.

THE BUSINESS of BROWN, JONES & Co. (Under-takers of Queen's Road East), hitherto carried on by E. L. STAINFIELD, was taken over to me on the 1st NOVEMBER, and will continue to be conducted by me, under the same Firm name. A PROFESSIONAL and COMMISSION AGENCY has also opened, to be conducted under the Name of STRINGER & CO.

H. L. STRINGER.
Hongkong, November 6, 1885. 1937

Intimations.

CITY HALL.

NOTICE.

THE Annual General MEETING of SHAREHOLDERS and SUBSCRIBERS to the above INSTITUTION will be held in the LIBRARY, at Noon, on SATURDAY NEXT, the 21st day of November instant.

Dated 17th November, 1885.
W. H. R. MOSSOP,
2001
Acting Secretary.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

A N EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company is hereby called for WEDNESDAY, the 25th Instant, at the HONGKONG HOTEL, at 3 o'clock p.m., to decide as to whether the LAUNDRY be CLOSED or OPENED.

(Signed) R. C. HULLLEY,
Secretary.
Hongkong, November 11, 1885. 1960

HONGKONG RACES, 1886.

WEDNESDAY, THURSDAY, AND FRIDAY,
24th, 25th, and 26th February, 1886.

THE HONGKONG DERBY.
THE HONGKONG DERBY, a SWEEP-STAKES of \$20 each, half forfeit if declared on or before the date of Closing Entry, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies and \$50 for 3rd. For all China Ponies and \$50 for 4th. For all China Ponies and \$50 for 5th. For all China Ponies and \$50 for 6th. For all China Ponies and \$50 for 7th. For all China Ponies and \$50 for 8th. For all China Ponies and \$50 for 9th. For all China Ponies and \$50 for 10th. For all China Ponies and \$50 for 11th. For all China Ponies and \$50 for 12th. For all China Ponies and \$50 for 13th. For all China Ponies and \$50 for 14th. For all China Ponies and \$50 for 15th. For all China Ponies and \$50 for 16th. For all China Ponies and \$50 for 17th. For all China Ponies and \$50 for 18th. For all China Ponies and \$50 for 19th. For all China Ponies and \$50 for 20th. For all China Ponies and \$50 for 21st. For all China Ponies and \$50 for 22nd. For all China Ponies and \$50 for 23rd. 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Intimations.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
ARE NOW LANDING

DEVOES NONPARÉL KEROSINE
OIL.

HITCHCOCK MECHANICAL
'NO CHIMNEY'
LAMP.

STUDENT'S LAMP.

FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.

NEW SEASONS TEA,
in 5 or 10 Catty Boxes.

YELLOW GOSHAW BUTTER,
in 5 or 10 lbs Tins.

Condensed MILK.
CALIFORNIA PRODUCTS.

COOKING STOVES.
AGATE IRON WARE.
Miller's FIRE PROOF SAFES.
Do. CASH AND PAPER
BOXES.

ALLEN & GUTHRIE'S
TOBACCO AND CIGARETTES.

BEER AND PORTER
in
Hopsheads.

THE USUAL ASSORTMENT
of
OILMAN'S STORES,
AND

WINES,
at the lowest possible prices
FOR CASH.

MacEWEN, FRICKEL & Co.
Hongkong, September 2, 1885. 150

TO LET.

A T NO. 55, QUEEN'S ROAD EAST:
4 ROOMS on site \$40 per month.
3 " " 25 " 10
1 SINGLE ROOM 10.
Unfurnished, with Cooking, Servants and Bath accommodation.

Apply to
MacEWEN, FRICKEL & Co.,
Victoria Exchange.
Hongkong, November 9, 1885. 194

INSURANCES.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:-

Marine Department.

Policies issued for long or short periods of
current rates.

Life Department.

Policies issued for sums not exceeding
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 486

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1885. 855

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL.—TWO MILLIONS STELLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms and
Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

NOTICE.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Goods at 1
per cent net premium per annum.

NORTON & Co., Agents

Hongkong, May 19, 1881. 933

To-day's Advertisements.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE, VIA FOOCHOW.

The Steamship
Wampoa.

Capt. WILLIAMS, will be
despatched as above on
FRIDAY, the 26th instant, at Daylight.

This Vessel has unusually good Cabin
Accommodation, situated amidships, upon
the upper deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 18, 1885. 2005

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

The Company's Steamer
Trichon.

Capt. J. NEWTON, will be
despatched for the above
Ports on SUNDAY, the 22nd instant, at
Daylight.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, November 18, 1885. 2002

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Zambo.

Capt. TALBOT, will be
despatched for the above
Ports on MONDAY, the 23rd instant, at
5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, November 18, 1885. 2006

ESTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE, VIA SINGAPORE
AND JAVA PORTS.

(Calling at PORT DARWIN & QUEENS-
LAND PORTS, and taking through
Cargo to NEW ZEALAND, NEW
CALEDONIA, TASMANIA
and JIJI.)

The Steamer
Tannadice.

Captain DARKE, will be
despatched for the above
Ports on WEDNESDAY, the 2nd Decem-
ber, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, November 18, 1885. 2004

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

B. STEENKIN, German brig, Captain
Chr. Meyer—Melters & Co.

DARTMOUTH, British barque, Capt. Benj.
Flinton—Melters & Co.

ISAA REED, American ship, Capt. E. C.
Colley—Order.

NAVALIS, British barque, Captain John
Dodd—Russell & Co.

TAICHOW, British steamer, Captain J.
Newton—Yuen Fat Hong.

TRITAN, American ship, Capt. C. H. Allyn.
—Russell & Co.

TOUGA, British barque, Captain Robert
Crosby—Russell & Co.

VENATOR, Spanish barque, Capt. Ursandi.
—Russell & Co.

WALRUS, British barque, Captain John
Dodd—Russell & Co.

YUEN FAT HONG, Agents.

Hongkong, November 18, 1885. 2004

SHIPPING.

ARRIVALS.

November 18, 1885.—

Lid, British steamer, from Whampoa.

Kai Sung, British steamer, 1,495, W. O.

M. Young, Shanghai via Swatow, November

14, General—JARDINE, MATTHEW & Co.

Vortigern, British steamer, 873, J.

Brown, Bangkok November 10, General—

ARNHOLD, KARBERG & Co.

Wambler, British man-of-war, 825, Hon.

Foley C. P. Verker, Amoy Nov. 15.

Ningpo, British steamer, 701, W. Potts,

Shanghai Nov. 10, General—SIEMENS &

Co. Huai Pan, Siamese ship, 745, W. Saxtorph,

Bangkok November 4, General—Order.

DEPARTURES.

November 18.—

Melbourne, for Shanghai.

Tanago, for Yokohama.

Sharphooter, for Hambul Bay.

Anton, for Hoitow and Pashol.

Compton, for Wuhi.

Lingding, for Whampoa.

Marco, for Shanghai.

Kennet, for Singapore.

Olympia, for Singapore and New York.

F. H. Drews, for Sandakan.

Per Nungpo, from Shanghai,

the 19th inst.

CLEARED.

Per Yuen, for Hoitow.

Strathaird, for Kuchingnotu.

Harter, for Saigon.

Eto, for Haiphong.

Gerda, for Haiphong.

China, for Saigon.

TRANSPORTATION.

Arrived.

Per Kut Sung, from Shanghai, &c., 100

Chinese.

Per Vortigern, from Bangkok, 10 Chinese.

Per Ningpo, from Shanghai, 21 Chinese.

DEPARTED.

Per Melbourne, for Hongkong; from Hong-

king, Messrs. Adolphe du Sivour, F. P.

McGuire, G. P. Chappell, Mr. M. J. H.

Louky, Mr. P. C. Chappell, 2 Chinese.

from Macassar, Messrs. Michael, R. H.

Pound, Miss Held, Elvira, Riva, Do-

gerasaria, Bouton, Patissier, Poinsot,

Lebaut, Genestet, Mortet & Griez,

Mr. & Mrs. F. C. de Bonilla, (Spanish

Consul), and Mr. Foucault; from Said,

Mr. Giuffordelli, Don Sattana, Don Enrico

Siski, and Don Domingo Callers; from

Singapore, Mr. and Mrs. Meyer.

SHIPPING REPORTS.

The British steamer Kut Sung reports:

Had light N.E. winds and fine weather.

Steamers in Swatow: Mengku, Thale, and

Straits of Gibraltar.

The British steamer Nisipo reports:

in the matter. Whether such a course is authorised by the existing ordinance, may be an open question, but at all events the eyes and light hair was killed during an attack the French made on the Chinese in Formosa. The foreigner referred to was employed by the Chinese government as a commander. At the termination of the Franco-Chinese difficulties this blue-eyed foreigner landed in Shanghai and has been here ever since. A few days back he was again engaged by the Chinese as Chief gunnery instructor at Woosung, which post he now holds. The individual is Mr. E. Purse, who has been for years in the Chinese service. When the attack was made, the French, it is supposed, to scare other Europeans from joining the Chinese, circulated the report that Mr. Purse was killed.

Since writing the above, the Legislative Council have sat, and have passed a new Ordinance for the dealing with contagious diseases amongst cattle, empowering the Government to slaughter infected cattle when considered necessary and to compensate the owners in certain cases.

Our Bangkok correspondent, writing on the 5th November, gives a somewhat fuller account of an accident in the Bangkok river, which was reported in our issue of the 11th instant. He says:—A melancholy accident happened here last Sunday night, by which Mr. John Hunter, second engineer of S. S. Mongkut, lost his life. It appears deceased was in the act of leaving the S. S. Taichow, where he had been visiting, about 8 o'clock, to proceed to his own vessel lying quite near, in company with the third engineer, (Mr. Lindsey), and in stepping into a boat, from the gangway ladder missed his footing in the dark, and, overbalancing himself, fell into the river, where a very strong current was running at the time. The accident was witnessed by several, and boats were immediately lowered and every endeavour made with the aid of lamps to find him, but although the river was searched for hours afterwards, no trace of him could be found. He was never heard to utter a cry or seem to rise to the surface. He was a powerful man, of about 28 years of age, and a good swimmer, but it is thought in the fall his head must have come in contact with the gangway ladder thereby rendering him unconscious for the time, and the under currents carried him down.

The agent of the steamer offered a reward to natives for the recovery of his body, and yesterday one of them reported having found it down the river below Paklet, about ten miles from where the accident happened. A party of friends immediately proceeded to the spot in one of the Dock Co.'s steam launches to identify the body and have it removed. They took the body with them conveying it to the cemetery, where it was confined and buried this morning in the presence of a large number of friends. The Rev. Dr. Macdonald conducted the burial service and gave an impressive address. Deceased, a native of Dundee, was much respected by his shipmates and all he associated with both in Bangkok and Hongkong, and they all mourn his loss and sympathize with his bereaved parents at home.

SAYS the Shanghai Courier of the 4th instant:—Many of our readers will regret to hear that news was received this morning of the death of Mr. Joseph Thorne, formerly a partner in the firm of Thorne Brothers & Co. of Shanghai, and elder brother of Mr. Cornelius Thorne.

No less than nine engineers left Shanghai for Yokohama in the last Japan mail steamer. The majority of them were noted characters who could not obtain work in Shanghai and are going to try their luck in Japan. A few years ago engineers were unemployable in Shanghai at any price.—*Shanghai Courier*.

An American telegram, published in our columns a few nights ago, stated it was reported that the Duke of Newcastle had joined the Roman Catholic Church; but 'Atlas,' in the last received issue of the 'World,' contradicts this by definitely asserting that the Duke of Newcastle has intimated to Viscount Halifax his desire to join the English Church Union, a very different thing from joining the Roman Catholic Church.

This Englishman publishes a complete list of foreigners resident in Mandalay on 8th instant, altogether upwards of eighty persons, of whom seven are English and American, eight Europeans, some Greeks, twenty Armenians, thirteen Italians, and including Priests; some twenty five French. It is believed here that the Foreigners will not be interfered with and that Theebaw will surrender when the expedition is on the frontier, but not till then.

This unhappy Czar, whether at Home or abroad, with friends or strangers, seems always to be haunted by the fear of assassination. 'Atlas,' in the 'World,' records the precautions taken for his safety at Copenhagen, where, surrounded by relatives and friends, one would have imagined his life was free from danger. However, a rumour is in circulation in St. Petersburg to the effect that an attempt will shortly be made in Copenhagen on the life of the Czar. This rumour, not, I am informed, caused any commotion in the Russian capital. The King of Denmark has taken the most elaborate and strict precautions, in order to protect the life of his august relative, as an example of which I may mention that nobody, off whatever pretence, is admitted within the precincts of Frederiksberg without King Christian's direct permission. In fact, so strict is the rule observed, that a few days ago the special representative of one of the principal London pictorialists was refused admission to take some sketches of Frederiksberg, although furnished with the highest credentials.

The Shanghai Courier of the 14th inst.—The *Mendota* which arrived here yesterday, is another specimen of the way vessels are over laden now-a-days. Her deck is piled up with planks above the bulwarks, and it would be a difficult task to stand on the planks during calm weather, for they are very irregularly placed one on the other, and the least lurch of the vessel might upset a man in the water. What would it be in rough weather? The mate of the *Mendota*, himself acknowledged that a strong wind or typhoon would wash the planks away and perhaps the houses with them. We will bring to our readers' collection the *Earl of Elgin* case. Her decks were piled up with timber in the same way as the *Mendota*; she was bound from Burmese Inlet to Shanghai, and was caught in a typhoon south of the Saddles and came into port with her seams open and a complete wreck, totally water-logged, the cause of her seams opening being the pressure of the heavy weight she carried on deck. Had her cargo consisted of anything but wood the *Earl of Elgin*, or what was left of her, would never have reached port.

It would be a good thing (says the *Shanghai Courier* of the 14th instant) if the paragraph which appeared in a recent number of the *China Post* was taken some notice of. We happened to see the China Navigation Company's steamer *Heilong*, Captain Giles, leave port this afternoon. Her deck was completely covered from abait the forward hatch to the saloon which is right aft with raw cotton. Between the saloon and the bulwarks a quantity of oil was stowed, covered with cotton, in fact there was no room to move on board the ship. From the Captain's quarter aft of the wheelhouse up to the saloon the cotton was piled up to a height of from 10 to 20 feet. She was very dead and should have gone any rough weather, she would be in all probability sunk greatly. The writer was in conversation with a southern trader's skipper the other day, and he mentioned the *Scenes* case, and said it is not our fault how our vessel leaves port. We are engaged to take the ship where we are ordered; should we show the slightest objection there are dozens to fill our place; cargo is always piled upon us against our will, but what can we say when the agents or owners load the ship themselves. Should a vessel come to grief loaded in the way the *Heilong* was this morning, the Captain's certificate would in all probability be suspended for a time, if not for good, for leaving port with the cargo in his vessel improperly stowed.

HERE is an incident of the first Burmese War:—The armistice agreed to by Sir Archibald Campbell was to expire on the 13th January 1860, and on the 17th four Burmese officers appeared in the English camp offering to pay down at once the first instalment, and promising the release of the prisoners at Ava, but asking for an extension of the armistice. Four officers were sent to Melwood to confer with the Wengtze, who pleaded sickness as a reason for not meeting the English Commissioner-in-chief. He was informed of the ultimatum of the British Commander, on which he referred to the King's brother-in-law, who was in the neighbourhood, and returning in about a quarter of an hour refused to agree. Nevertheless, next day he applied for an extension of the armistice for seven or eight days, alleging that he had as yet received no orders from Ava. This was known to the armistice and a further suspension of hostilities was refused. On the 19th the position at Melwood was assaulted and captured, and the original treaty was found in the Wengtze's tent, never having been signed. It was signed by Sir A. Campbell to the Wengtze, who in courtesy acknowledged it reminded the English General that with the Treaty he had also left half a lac of rupees for the restoration of which he should feel obliged!

Vida B. B. Gazetteer, Vol. I, p. 341.

THE MEETING OF THE LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held this afternoon (the 18th inst.). These present were:—H. E. the Governor (President), Hon. Sir G. Phillips (Chief Justice), Hon. F. Stewart (Acting Colonial Secretary), Hon. R. L. O'Malley (Attorney General), Hon. A. Lister (Colonial Treasurer), Hon. M. Price (Surveyor General), Hon. P. Ryrie, Hon. T. Jackson, Hon. F. D. Sagoon, and Hon. Wong Shing. Absent: Hon. W. H. Marsh (Colonial Secretary), and Hon. W. Keswick.

MINUTES.

The minutes of last meeting were read and confirmed.

REPORT ON THE TAITAM WATER WORKS.

The Acting Colonial Secretary laid on the table a report by the Surveyor General on the Taitam Water Works.

THE SPHINX ORDINANCE.

His Excellency then said:—Honourable gentlemen, before proceeding to the Order of the Day I wish to make a statement as to the course which it has been decided to pursue with the Spirit Ordinance. The Council is aware that the Ordinance has already been read a first time, and been published for general information in the Government Gazette, and the exact facts of the case will be seen from the minute I now hold in my hand:—As I stated in the speech with which I opened this Session, the additional revenue to be raised by this measure was intended to cover the interest and sinking fund of the Loan proposed for certain extraordinary public works, chiefly of Water Supply, Sanitation, and Defence. As the Council already knows, it is not intended to borrow during the year 1866 more than \$400,000, the charge for which sum would be about \$20,000. Now I have much pleasure in announcing that a new arrangement has been made by which the Opium Farm will realize next year an increase, over the current year, of \$24,000. (Hon. P. Ryrie—Hear, hear)—which will more than cover the first year's charge for interest and leave a considerable surplus. Under these altered circumstances it has been decided not to proceed further with the Spirit Ordinance before the beginning of 1866, when the accounts for the current year will have been laid on the table, and the Council will be in a position to judge more accurately than is possible at present of the future financial position of the Colony. As many of you know, it is confidently hoped that the progressive development of our commerce, now relieved from the depression caused by the recent hostilities in this part of the world, will lead to a growing extension of the public revenue. The Council will therefore understand that it is not proposed to proceed with the Spirit Ordinance before January next.

Hon. T. Jackson—Your Excellency, I am sure the statement you have just now made will give very general satisfaction. For my part I am a very firm believer in the property of the Colony. I am convinced that the ordinary revenue which we receive will meet all costs if the Executive keeps a firm hand on the great spending departments of this Colony. I allude to the Surveyor General's Department and the Police. It seems to me that the expenditure has gone on increasing year by year, and that by and by it will come to this that the Colony will not be able to meet the expenses of the Police Department, like the old story of the well that dug, instead of the dog wagging the tail. I am very glad on other grounds that this ordinance will be referred to, notwithstanding the experiences of Singapore and Gibraltar. I cannot see but that it will interfere seriously with the

freedom of this port. The freedom of this port is our best birthright, and we should jealousy watch over it and guard it, and refuse to throw it away for any mere of portage. No matter when this bill comes before us, I am perfectly sure that what it does come up it will be vigorously opposed and the best common-sense of the Colony will be decided against it. Of course it is a very easy thing to say that it will bring a lump sum of \$24,000 or \$27,000 more than is obtained by the present licensees; but I, Sir, that that would be no reason for interfering in any way with the freedom of the port.

Hon. P. Ryrie was understood to say that this ordinance would entail no end of trouble. There would be smuggling on all hands, spirits would be produced on the sly, and that would require an increase in the Police or excise officers, or whatever they might be called; chiefly, and probably a very large increase in the gao accommodation. He thought the bill could possibly be avoided, it ought to be. He, like his friend on the right, believed in the prosperity of the Colony. He understood that at the present moment there were very few empty houses in the Colony, indeed, at no doubt the inhabitants would go on increasing, and there would probably be an increase from our increase than the opium revenue. It was very satisfactory to learn that there had been an increase in the opium revenue, he should have been glad if it had been more; still \$24,000 was a substantial sum.

Hon. F. D. Sagoon said he agreed with the remarks of his friend. He was quite unnecessary to bring this Spirit Farm bill forward for the present; and he was very glad to see that His Excellency had taken steps to withdraw it, and to give further time to consider it. He thought it was just as well it had not been brought forward.

The Colonial Treasurer said he hoped that in the meantime before the bill came on for the passage of the waters from the new reservoir to the northern side of the island would be completed, about 1,800 feet long or roughly speaking, a little under a mile and a third. It is six foot wide and seven foot high from the floor to the crown of the arch, these being the last admissible dimensions consistent with convenience of working. The excavation has been driven so far entirely through a hard, solid and fissured granite formation, that has proved most adverse to progress and there is now no reasonable hope left that the character of the rock will change to anything more favourable.

The mountain is being pierced from both sides in the same straight line and on the same level, and the two headings are now each advancing towards one another at the rate of twenty feet per week and therefore lessening the distance between them by half every foot every week. The Taitam heading has been carried in to a distance of 2,130 feet, and the Wongneiching heading 1,858 feet, making a total of three thousand 4,000 feet, or over one half of the whole work. There remain therefore about 3,900 feet of tunnel to drive, and at the rate of actual progress, which I have mentioned, i.e. forty feet per week—a progress which I think is reasonable to doubt will be maintained—it will take eighty-two weeks to penetrate the rest of the mountain, and to the Tytan reservoir water with the conduct on this side. Eighty-two weeks are equivalent to one year and eight months, so that the completion of the tunnel may be looked for on or about July 1867.

Conduit.—The masonry surface conduit which winds along the mountain contours from Wongneiching to the Albany is intended to convey the water by gravitation from the tunnel mouth to a proposed terminal tank and filter bed to be built on the hill-side in the Albany Valley. I have already in a preceding page, described the manner in which this water-channel is being built, with a view in case of emergency, to the utilization of its successive compartments as tanks whence to derive relief pending any temporary stoppage of the water at the dam. The conduit is in a regular brick culvert 3 feet wide, with an inside diameter of 24 inches to prevent the leakage, and covered with granite slabs to protect the purity of the supply and to keep down the temperature of the water. With the exception of the Wanhai Valley which it is intended to cross with a system of iron pipes, the water will be carried over all streams by aqueducts of squared masonry, and these aqueducts will be paved and concreted over as to enable them and the entire length of conduit to be used as a continuous level road for pack animals.

The Colonial Treasurer.—Not as a dead asset, but locked up.

The Hon. T. Jackson.—It returns very good profit. We would certainly be very glad to arrange that with the Finance Committee (Laughter).

The subject then dropped.

THE CATTLE DISEASE ACT 1885.

A bill was introduced by the Attorney General for the purpose of arming the Executive with sufficient power to deal, if necessary, with the outbreak of cattle disease which has suddenly appeared in this Colony. It proposed to give the Inspector of Markets with assistants, authority under the Executive, sufficient power to isolate and place under observation suspected cows, and to destroy those which were diseased. At the suggestion of the Chief Justice, a clause was introduced providing that the Governor-in-Council might at discretion give compensation to those persons whose animals were destroyed by the Colony. It was so worded as to prevent any chance of persons who may wilfully bring diseased animals into the Colony being compelled to do so.

Some discussion was raised as to whether the power proposed to be given to the Inspector of Markets was not too great for one man, but on the assurance given by the Attorney General on behalf of the Government that care would be taken in the administration of the bill, it was allowed to stand.

The bill will appear to-morrow.

The discussion will appear to-morrow.

ADJOURNMENT.

The Council was adjourned until next Wednesday, at four o'clock.

THE TAITAM WATER WORKS.

An exhaustive report on the Taitam Water Works by the Surveyor General was laid on the table of the Legislative Council this afternoon. It would fill about eleven columns of our paper, and it is therefore impossible to reproduce it to-night.

It will content ourselves with giving the last section, which describes the present condition of the works. It is headed:—

Progress of the Works:—

—Dam.—The design for the dam above a wide pedestal or base of cement concrete twenty feet high, stretching across the bottom of the gorge, and going down deep into the rock base.

Upon this pedestal a masonry and concrete wall over sixty feet thick at its base, will be built to a height of ninety feet, tapering upwards as it rises, and

divided into nine successive steps of stories each ten feet high.

Of these stories two have already been built, in addition to the concrete pedestal; these remain therefore

to one year's imprisonment with hard labour.

Police Intelligence.

(Before both Magistrates.)

Wednesday, Nov. 18.

LAWRENCE FROM THE PERSON.

Fung Tak Yuen, hawker of Hsing Shan,

was charged with stealing an earing from the person of a girl named Wong Chan Fook on the 16th inst.

Complainant, who is an inmate of a hotel in Ship Street, was leaving the hotel when the defendant who was following her came up and snatched one of her earings from her ear. She turned round and seized the thief and handed him over to P. O. T. Quai San, No. 254. As soon as he was arrested the prisoner dropped the earing on the ground. A friend of the complainant, a girl named Lau Aung, was just behind the complainant at the time and saw the robbery and assisted in seizing the prisoner.

Defendant, who made a weak defence, which was utterly disproved, was sentenced to one year's imprisonment with hard labour.

(Before E. Mackay, Esq.)

ASSAULT AND ROBBERY.

Foo Tzai, 45, of Hoofong, trader, ap-

peared on remand charged, with others not

named, with assaulting and robbing

the course taken by the Assessor and the

Magistrate.

Hongkong Observatory, 18 Nov., 1885.

in the matter. Whether such a course is authorised by the existing ordinance, may be an open question, but at all events the powers that be have shirked the responsibility and allowed things to take their course. We understand that a precedent actually exists for such measures to be taken by the authorities in an emergency, and that during Sir Arthur Kennedy's governorship, in 1875 or 1876, when the Colony was visited by an outbreak of plague, thirty-six infected beasts were at once slaughtered by the order of the Governor, and the disease stamped out. Such action would be rather late now as nearly all the animals in the Eastern and central districts have already fallen victims to the disease.

Since writing the above, the Legislative Council have sat, and have passed a new Ordinance for the dealing with contagious diseases amongst cattle, empowering the Government to slaughter infected cattle when considered necessary and to compensate the owners in certain cases.

Our Bangkok correspondent, writing on the 5th November, gives a somewhat fuller account of an accident in the Bangkok river, which was reported in our issue of the 11th instant. He says:—A melancholy accident happened here last Sunday night, by which Mr. John Hunter, second engineer of S. S. Mongkut, lost his life. It appears deceased was in the act of leaving the S. S. Taichow, where he had been visiting, about 8 o'clock, to proceed to his own vessel lying quite near, in company with the third engineer, (Mr. Lindsey), and in stepping into a boat, from the gangway ladder missed his footing in the dark, and, overbalancing himself, fell into the river, where a very strong current was running at the time. The accident was witnessed by several, and boats were immediately lowered and every endeavour made with the aid of lamps to find him, but although the river was searched for hours afterwards, no trace of him could be found. He was never heard to utter a cry or seem to rise to the surface. He was a powerful man, of about 28 years of age, and a good swimmer, but it is thought in the fall his head must have come in contact with the gangway ladder thereby rendering him unconscious for the time, and the under currents carried him down.

The agent of the steamer offered a reward to natives for the recovery of his body, and yesterday one of them reported having found it down the river below Paklet, about ten miles from where the accident happened. A party of friends immediately proceeded to the spot in one of the Dock Co.'s steam launches to identify the body and have it removed. They took the body with them conveying it to the cemetery, where it was confined and buried this morning in the presence of a large number of friends. The Rev. Dr. Macdonald conducted the burial service and gave an impressive address. Deceased, a native of Dundee, was much respected by his shipmates and all he associated with both in Bangkok and Hongkong, and they all mourn his loss and sympathize with his bereaved parents at home.

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THE CHINA MAIL.

No. 861.—NOVEMBER 18, 1885.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
ANGONA, Captain R. G. MURRAY, with
Her Majesty's Mails, will be despatched
from this for LONDON, and BOMBAY
and SUEZ CANAL, on TUESDAY, the
24th November, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of sailing.

Skills and Valuables for Europe will be
transhipped at Colombo; and General
Cargo for London will be conveyed
and Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

Further Particulars concerning
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hong Kong.

The Contents and Value of Packets are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bags-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pass-
engers for MARSEILLES.

A. McIVER, Superintendent.

Hongkong, November 11, 1885. 1961

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
BY THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC, will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 20th
November, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and same will be received
at the Company's Office, until 5 p.m. on the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa),
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Offices,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Acting Agent.

Hongkong, November 14, 1885. 1964

U. S. MAIL LINE.—
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be des-
patched for San Francisco, via Yokohama,
on WEDNESDAY, the 9th December, at
8 p.m., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Railways.

Third Class Passage Tickets, granted to all
England, France, and Germany by all
trans-Atlantic lines of Steamers.

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have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa),
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Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Offices in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 62a, Queen's Road Central.

C. D. HARMAN,
Acting Agent.

Hongkong, November 14, 1885. 1968

NOW PUBLISHED.

BUDDHISM—ITS HISTORICAL,
THEORETICAL, AND POPULAR
ASPECTS,
BY
ERNEST J. EITEL, PH.D., TUBINGEN,
THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, \$1.50.
LANE, CRAWFORD & CO.
Hongkong, August 20, 1884. 1968

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are for
Letters per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double, triple, &c., as
the case may be, but such papers or packets of
papers may be sent at the same rate. Two
Newspapers must not be folded together as
one, nor may they be inserted in a
printed envelope, unless otherwise
provided.

1. The Post Office has observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immediately
the loss was discovered, the envelope
being invariably forwarded with such applica-
tion unless it also is lost.

4. That the Postmaster General is satisfied
that the loss occurred whilst the corre-
spondence was in the custody of the British
Postal administration in China, that it was
not caused by any fault on the part of the
sender, by destruction or fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for more
damage to fragile articles such as portraits,
water-colors, handsomely bound books, &c.,
which reach their destination, although in
a broken or deteriorated condition.

Missed or Delayed Correspondence.

When correspondence has been missed or
delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to return the cover, *Sent to
Order*, or *Retained at 7 days*, or in the case
of a letter, *without my* without any
other writing whatever to the Postmaster
General. This should be acted on the first
time a case of complaint occurs; it is a
mistake to let such matters pass for, if giving
trouble, a course which generally
gives more trouble in the end.

Postage to Union Countries.

General Rates, by any route:—
Letters, 10 cents per oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.
Books, Patterns and
Com. Papers, 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, Letters, 10; Regis-
tration, 10; Newspapers, 2; Books and
Patterns, 2; via Ceylon, Letters, 25; Regis-
tration, 10; Newspapers, 2; Books and
Patterns, 2.

Return Postage.

General Colonies:—Letters, 25; Regis-
tration, 10; Newspapers, 5; Books and
Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (a),
Cochin-China, Tonkin, and the Philip-
pines:—

Letters per 1 oz., 5 cents (e).

Post Cards, each, 1 cent.

Books, Patterns and
Com. Papers, per 2 oz.,
2 cents.

Newspapers and Prices Current, each, 2
cents.

Registration, 10 cents.

(d) Via Singapore, 10 cents.

(e) Between Hongkong, Canton, and Macao
cents.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mail.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Circula-
rs, Dividends, Warrants, Invitations, Cards,
&c., of the same weight, to addresses sent
in Hongkong, Bangkok, or the Ports of
China, may deliver them to the Post
Office un stamped, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Boxholders may also send Patterns
to the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
exhibited or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

Licensed Boxes (each).

One Hour, 10 cents
Half Day, 35 cents
Day, 50 cents

Wantsai Gap.

Four Coolies, \$1.75

Three Coolies, 1.40

Two Coolies, 1.20

To VICTORIA GAP.

Single Trip. Return Direct.

Four Coolies, 60cts. Four Coolies, \$2.50

Three Coolies, 1.60 Three Coolies, 2.00

Two Coolies, 1.30 Two Coolies, 1.60

Wantsai Gap.

Four Coolies, \$1.15

Three Coolies, 0.95

Two Coolies, 0.80

TO THE PEAK, CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOUNT COOKE.

Single Trip. Return Direct.

Four Coolies, 60cts. Four Coolies, \$1.00

Three Coolies, 50cts. Three Coolies, 0.85

Two Coolies, 40cts. Two Coolies, 0.70

Wantsai Gap.

Four Coolies, \$1.15

Three Coolies, 0.95

Two Coolies, 0.80

TO THE PEAK, CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOUNT COOKE.

Single Trip. Return Direct.

Four Coolies, 60cts. Four Coolies, \$1.00

Three Coolies, 50cts. Three Coolies, 0.85

Two Coolies, 40cts. Two Coolies, 0.70

Wantsai Gap.

Four Coolies, \$1.00

Three Coolies, 0.80

Two Coolies, 0.60

If an extra Coolie is employed, the fare
will be double.

Nothing in this scale prevents private
agreements.

BOAT AND COOKE HILL.

BOAT.

1st Class Cargo Boat of 8 or 900
piculs, per Day, \$3.00

1st Class Cargo Boat of 8 or 900
piculs, per Load, 2.00

2nd Class Cargo Boat of 600
piculs, per Day, 2.00

2nd Class Cargo Boat of 600
piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kau Boat of
300 piculs, per Day, 1.00

3rd Class Cargo Boat or Ha-kau Boat of
300 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kau Boat of
300 piculs, Half Day, 50

3rd Class Cargo Boat or Ha-kau Boat of
300 piculs, 30

Nothing in this scale affects private
agreements.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered corres-
pondence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10. In certain cases, provided:—